

Southern Alameda County Integrated Rail Study (SoCo Rail)

April 12, 2021



Photo Credit: Jim Maurer, 2018



Alameda County Transportation Commission

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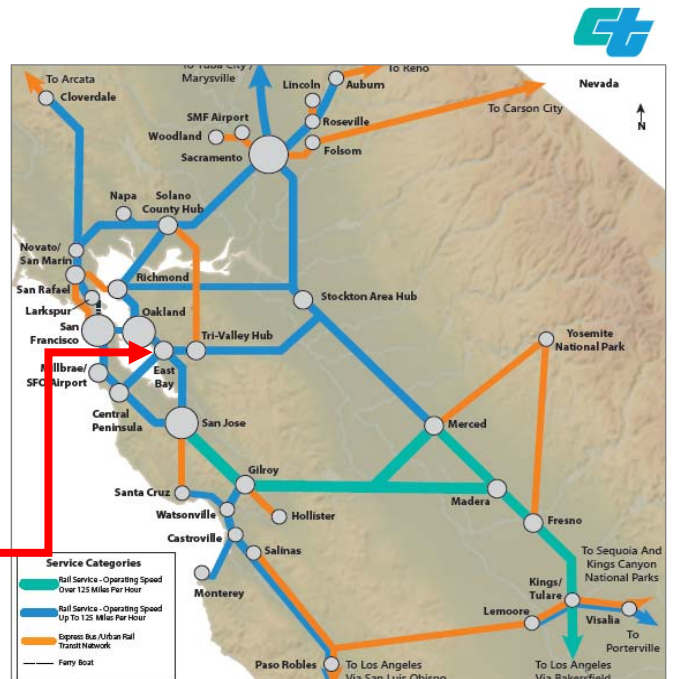
Study Context: Local, Regional and State Rail Planning



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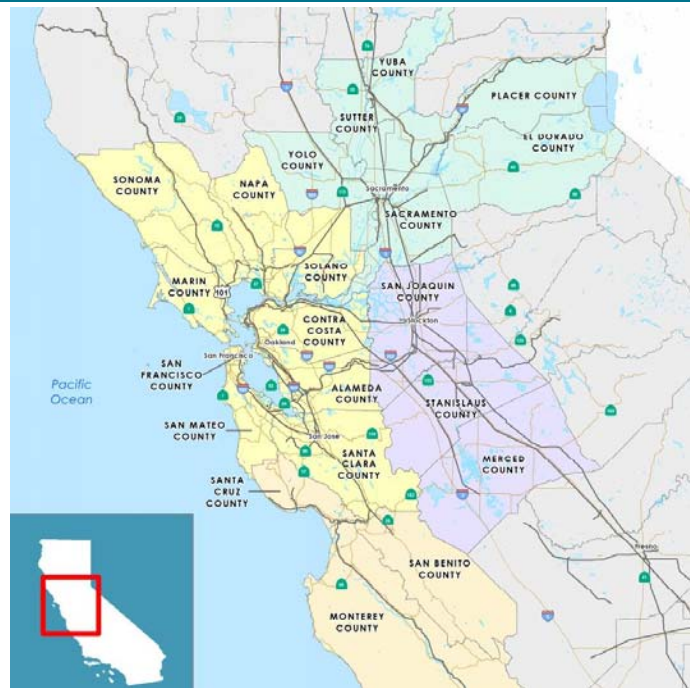
2018 State Rail Plan

- Provided 2040 Vision for Passenger Rail
- Focused on:
 - ✓ Integrated Statewide Network
 - ✓ Coordinated Schedules
 - ✓ Customer Focus
- Included East Bay Rail Hub in So. Alameda Co



Study Area

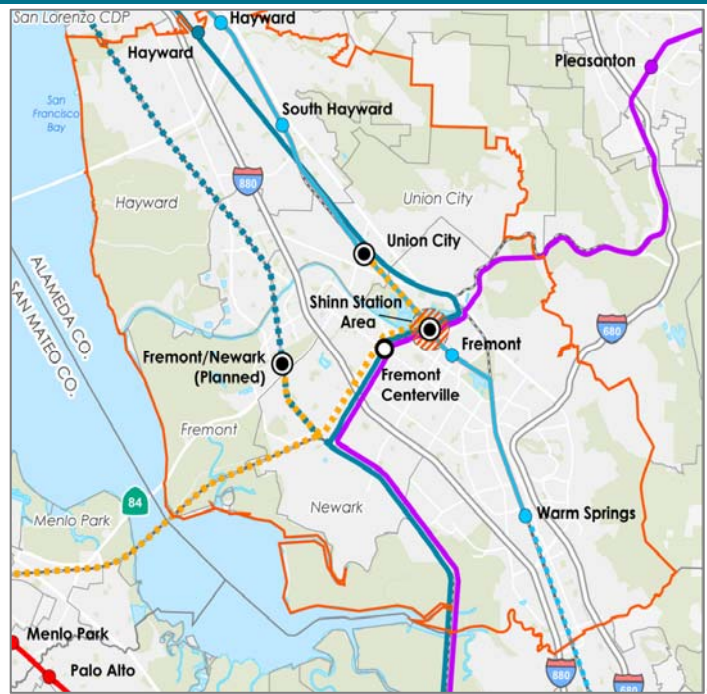
Considers context of **NorCal Megaregion**



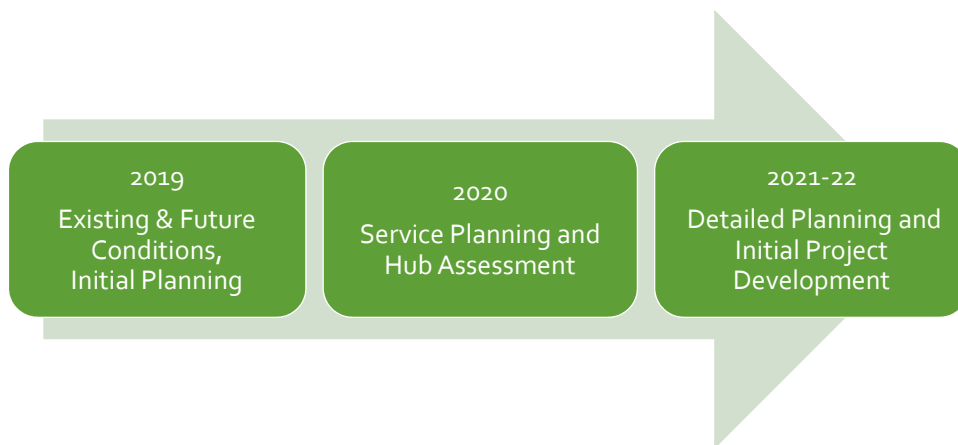
Study Area

Nexus of:
BART, ACE, Capitol Corridor, and
potential Dumbarton service in
Southern Alameda County

- Opportunity for ACE/BART connection that does not currently exist
- Feasibility of Shinn Station



SoCo Rail Study Approach and Timeline



Existing and Future Conditions

- Existing Conditions Assessment
- Existing (Pre-COVID) Travel Markets

To/From SoCo Study Area

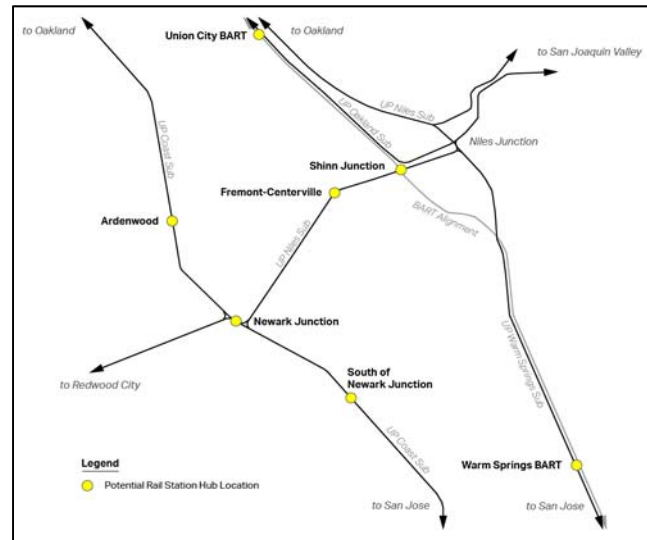
- Most trips are short (5-7 miles)
- Majority of trips are completely within the study area or are north to Central Alameda County or south to the South Bay

Through SoCo Study Area

- Travel through the area is a significant portion of trips
- Majority of trips headed to the South Bay, with smaller share of trips to the Southern Peninsula

- Future Travel Markets

- Largely the same as existing travel markets, but greatest % growth in travel is from the east

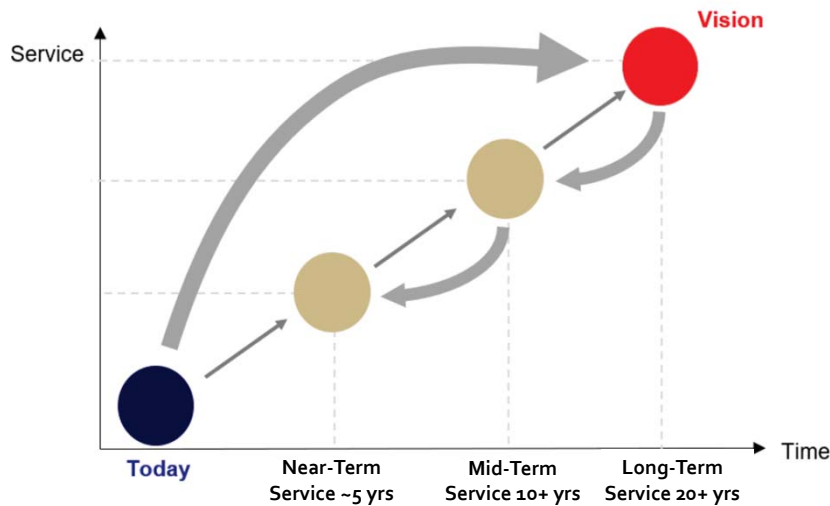


Shinn Station Evaluation

- No current connection exists where BART and standard gauge (e.g. ACE) rail services cross
- Developed and evaluated eight potential station design options at Shinn Junction
- Station **not recommended in mid-term** due to incompatible land uses and excessive impacts on BART
 - Only makes sense with implementation of a frequent Dumbarton Rail Service and much more frequent ACE service



Service Planning Starts with Long-Term Vision

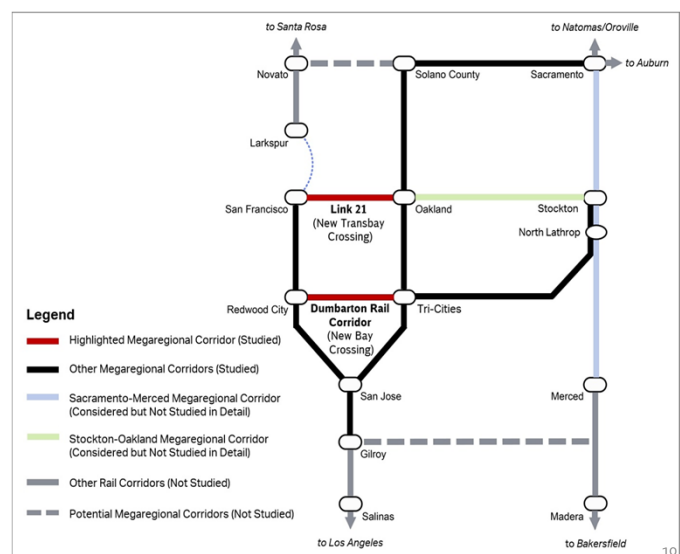


- Service planning goals/parameters (from operators)
- Long-term (~20 yrs) service concepts
- Mid-term (~10 yrs) service goals and scenarios
- Detailed hub/terminal analysis

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Long-Term Vision Concepts

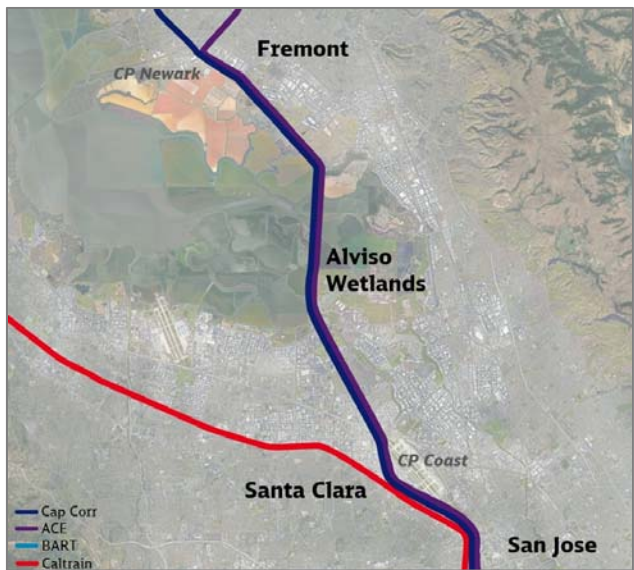
- Consider range of long-term concepts to understand implications of different long-term projects for near-term planning, but defer further decisions to other venues
- Dumbarton service and Link 21 were assumed in the long-term scenario



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Mid-Term Service Planning Analysis Key Findings

- Shared freight (UPRR) corridor on Centerville and Coast Subdivision through Alviso Wetlands limits passenger rail frequency increases
- ACE sees potential to increase service to 6-10 roundtrips/day over Altamont for service ending in Southern Alameda County in the mid-term
- Direct ACE service on Dumbarton Corridor likely infeasible in mid-term due to constraints at Redwood City and the Peninsula rail corridor



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Implications for Mid-Term Rail Service

- **Concept 1:** Not possible
 - Capacity constraints
- **Concept 2:** ACE-Cap Corridor connection at Ardenwood
 - Connects to existing Express Bus service
 - Dependent on South Bay Connect
 - Ridership potential tied to Dumbarton service
- **Concept 3:** ACE-BART connection at Union City
 - Least impact on system operations
 - Lowest infrastructure needs
 - Compatible with long-term service plans – all current Dumbarton options serve UC BART
 - Ridership potential: north/south on BART and potential future Dumbarton connection
 - Connection to existing multi-modal station (BART/bus) and TOD (existing and planned)

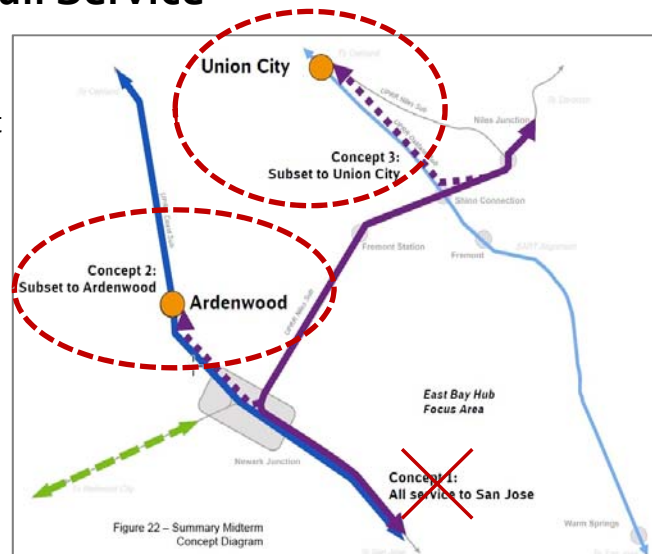
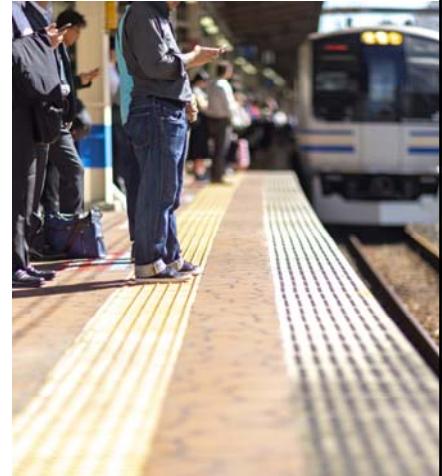


Figure 22 - Summary Midterm Concept Diagram

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Next Steps

- Complete Service Planning and Hub Assessment
- Next Phase: Detailed Planning, Initial Project Development
 - **Definition of recommended East Bay Hub for Mid-Term Horizon**, including associated infrastructure improvements and identification of feasibility challenges
 - **High level understanding of potential East Bay Hub(s) for Long-Term Horizon**, that includes Dumbarton Rail Service, Link21, and improvements along UPRR Coast Subdivision between Newark and San Jose (incl. tracks in Alviso Wetlands)
 - Ongoing stakeholder outreach
- Outcomes:
 - Report documenting analysis, results and recommendations
 - Definition of hub project ready to move forward to next phases of project development



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QUESTIONS

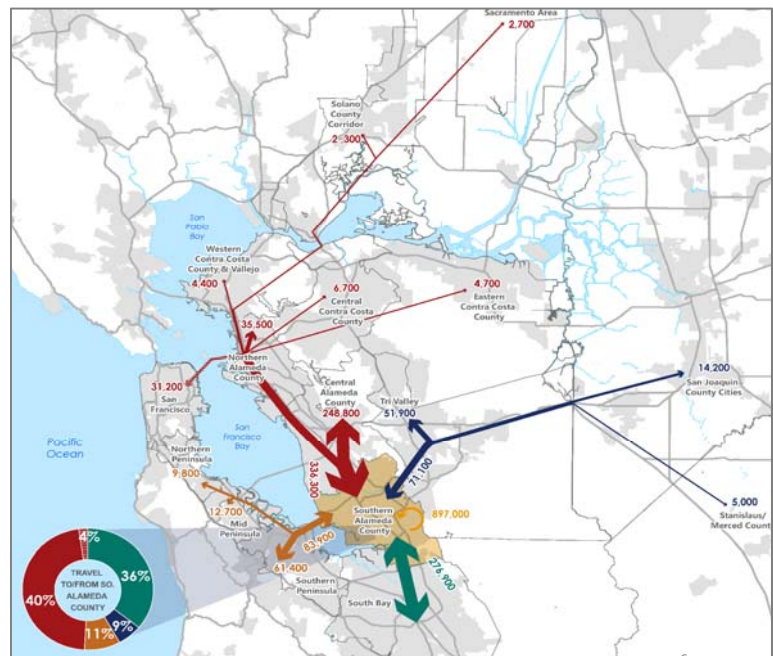
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EXTRA SLIDES

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Existing Markets To/From Study Area

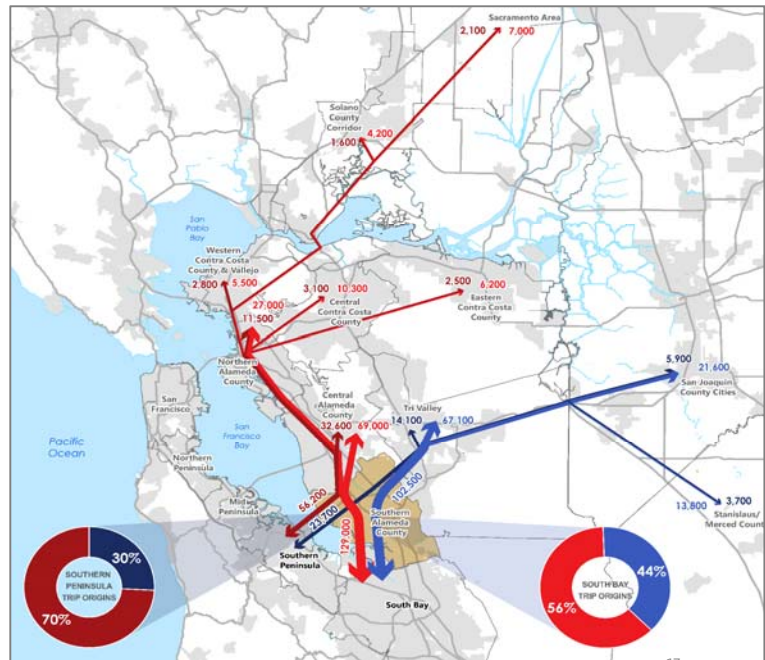
- Most trips are short
- Most travel to and from Study Area is short- to mid-length trips to South Bay and Central County



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Existing Markets Through Study Area

- Major flows through Study Area:
 - South Bay – Central/Northern Alameda County
 - South Bay – Tri Valley
 - Peninsula – North/Central Alameda County



Future Markets

- Largely follows same patterns
- Most trips are < 5 miles
- South Bay and Central Alameda County account for most trips to, from, and through Study Area
- Eastern Markets have the largest % growth
- Limitations
 - Does not fully capture megaregional travel flows
 - Not sensitive enough to changes in land use and transportation patterns

Assumed Timing of Infrastructure

MID-TERM (~10 years)

- Caltrain – Moderate Growth Scenario
- HSR – Interim Service (Merced-Bakersfield)
- South Bay Connect
- Stockton Diamond Grade Separation Project
- Tri-Valley Hub – Assumed at the BART Dublin-Pleasanton Station
- Valley Link – North Lathrop to Tri-Valley Hub at the Dublin-Pleasanton BART Station
- Valley Rail Extensions to Sacramento and Ceres/Merced

LONG-TERM (20+ years)

- Altamont Corridor Vision
- Caltrain – High-Growth Scenario
- Capitol Corridor Vision Plan
- Diridon Station upgrades
- Dumbarton Rail Project
- HSR – Phase 1 (San Francisco – Los Angeles)
- New Transbay Crossing (part of Link21)